

On the morning of Friday, May 28, 2021, I arrived at DFW gate A29 early and well rested for our flight, AAL1005, to Nassau. My First Officer (FO) had not arrived yet, so I went to the aircraft and began the preflight and set things up. As it was my first flight of the month (after being on vacation) I was to be the Pilot Flying (PF) this leg. After my FO completed his walkaround, we ran the "before start checklist" once passengers were finished boarding, and after we received our final pax count from the gate agent, doors were closed and we called for pushback.

DFW ramp personnel began our push and cleared us to start engines, and once our push was complete, brakes were parked and we did our "after start checklist." We had set up for south departures from DFW, but I noticed other aircraft taking off and landing to the north, which was confirmed by ATIS, so we updated our departure clearance before calling ramp for taxi. As we were taxiing out to the left to exit spot 22, I began to adjust and change our course and heading knobs to 356 (from 176), and at this point I was too far left of centerline before my correction back, and this distraction resulted in our left wing impacting a light pole. We parked and notified ground we would need to return to the gate and to send ARFF. Ground personnel arrived and after shutting down number 1 engine (APU was up and running), I made a PA to the passengers. The FO and I were communicating with ramp, AA operations, and AA maintenance to get the aircraft back to gate A29. A tug arrived after about 25 minutes, and we were towed back. Shutdown checklist done and AML entry completed. There were no injuries to crew or passengers.

CA David Pryde

On Friday, May 28th, 2021, the 737 aircraft we were operating came into contact with a light post on the left outboard side of the wing. The weather conditions at the time were day VFR with some scattered clouds and precipitation cells distant to the Northeast. I had 8+ hours of uninterrupted sleep the night before and did not feel any symptoms of fatigue. I was Pilot Monitoring and it was my second leg of the day. The captain and I had never flown together before, and it was my first day back flying since September 2020 due to furlough and awaiting training.

As we taxied the aircraft out of the DFW ramp area, we became distracted due to an unexpected runway change at the field. This distraction led to attention being concentrated primarily inside the aircraft, and it caused the aircraft to be lined up closer to the edge line rather than the center line of the ramp. After the impact, the aircraft was brought to a complete stop and we set the parking brake. ATC, Ramp Control, AA Maintenance, and AA Operations were all contacted. Additionally, the flight attendants and passengers were advised of the situation. The APU was started and both engines were shut down after transferring electrical and pneumatic loads. CFR was present at the aircraft this time. After the area was secure, the aircraft was towed back to the gate. Subsequently, an AML entry was made and a Flight ASAP report was filed regarding the event.

First Officer Casey Coleman